

and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. . (a) FLIGHT SHARING FREEDOM.—Section 40102(a) of title 49, United States Code, is amended by adding at the end the following:

“(48) ‘common carrier’ means a service provided by a person that meets the following elements:

“(A) holding out of a willingness to;

“(B) transport persons or property;

“(C) from place to place;

“(D) for compensation; and

“(E) without refusal unless authorized by law.

In applying subparagraph (D), the term ‘compensation’ requires the intent to pursue monetary profit but does not include flights in which the pilot and passengers share aircraft operating expenses or the pilot receives any benefit.”.

(b) REGULATIONS.—Not later than 60 days after the date of enactment of this section, the Secretary of Transportation shall issue or revise regulations to comply with this section and to ensure that a person who holds a pilot certificate may communicate with the public, in any manner the person determines appropriate, to facilitate an aircraft flight for which the pilot and passengers share aircraft operating expenses in accordance with section 61.113(c) of title 14, Code of Federal Regulations (or any successor regulation) and that such flight-sharing operations under section 61.113(c) of title 14, Code of Federal Regulations (or any successor regulation) shall not be deemed a common carrier, as defined in paragraph (48) of section 40102(a) of title 49, United States Code, or a commercial operation requiring a certificate under part 119 or 135 of title 14, Code of Federal Regulations (or any successor regulation).

**SA 2261.** Mr. LEE submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. . (a) AVIATION EMPOWERMENT.—Section 40102(a) of title 49, United States Code, is amended by adding at the end the following:

“(48) ‘common carrier’ means a service provided by a person that meets the following elements:

“(A) holding out of a willingness to;

“(B) transport persons or property;

“(C) from place to place;

“(D) for compensation; and

“(E) without refusal unless authorized by law.

In applying subparagraph (D), the term ‘compensation’ requires the intent to pursue monetary profit but does not include flights in which the pilot and passengers share aircraft operating expenses or the pilot receives any benefit.

“(49) ‘personal operator’ means a person providing air transportation of persons or

property for compensation or hire in aircraft that have eight or fewer seats, provided that the person holds a private pilot certificate pursuant to subpart E of section 61 of title 14, Code of Federal Regulations (or any successor regulation). A personal operator or a flight operated by a personal operator does not constitute a common carrier, as defined in paragraph (48), a commercial operation requiring a certificate under part 119 or 135 of title 14, Code of Federal Regulations (or any successor regulation), or a commercial operator, as defined in section 1.1 of title 14, Code of Federal Regulations (or any successor regulation).”.

(b) REGULATIONS.—Not later than 60 days after the date of enactment of this section, the Secretary of Transportation shall issue or revise regulations to comply with this section and to ensure the following:

(1) That a person who holds a pilot certificate may communicate with the public, in any manner the person determines appropriate, to facilitate an aircraft flight for which the pilot and passengers share aircraft operating expenses in accordance with section 61.113(c) of title 14, Code of Federal Regulations (or any successor regulation) and that such flight-sharing operations under section 61.113(c) of title 14, Code of Federal Regulations (or any successor regulation) shall not be deemed a common carrier, as defined in paragraph (48) of section 40102(a) of title 49, United States Code, or a commercial operation requiring a certificate under part 119 or 135 of title 14, Code of Federal Regulations (or any successor regulation).

(2) That a personal operator, as defined in paragraph (49) of section 40102(a) of title 49, United States Code, operating under part 91 of title 14 Code of Federal Regulations (or any successor regulation) shall not be subject to the requirements set forth in part 121, 125, or 135 of title 14, Code of Federal Regulations (or any successor regulation).

**SA 2262.** Mr. LEE submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division B, insert the following:

SEC. . RULEMAKING TO CREATE A NEW CLASS OF VEHICLE.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary, acting through the Administrator of the National Highway Traffic Safety Administration, shall initiate a rulemaking addressing the creation of a new class of vehicle that—

(1) is not designed, intended, or marketed for human occupancy; and

(2) is subject to requirements and safety standards that are—

(A) technologically and economically feasible for manufacturers and consumers; and

(B) essential for the new class of vehicle to operate safely in the United States, as certified by the Secretary.

(b) COST-BENEFIT ANALYSIS.—The Secretary, in carrying out the rulemaking initiated under subsection (a), shall conduct a cost-benefit analysis to ensure that the safety benefits of the requirements and standards for the new class of vehicle described in paragraph (2) of that subsection substan-

tially outweigh the cost to manufacturers and consumers of achieving compliance with those requirements and standards.

(c) FINAL RULE.—Not later than 2 years after the date of enactment of this Act, the Secretary shall promulgate a final rule to complete the rulemaking initiated under subsection (a).

**SA 2263.** Mr. LEE submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. . REDUCING REGULATION AND CONTROLLING REGULATORY COSTS.

(a) FINDINGS.—Congress finds the following:

(1) It is the policy of the Federal Government to be prudent and financially responsible in the expenditure of funds, from both public and private sources.

(2) In addition to the management of the direct expenditure of taxpayer dollars through the budgeting process, it is essential to manage the costs associated with the governmental imposition of private expenditures required to comply with Federal regulations.

(3) Toward that end, it is important that for each new regulation issued, not fewer than 2 prior regulations be identified for elimination, and that the cost of planned regulations be prudently managed and controlled through a budgeting process.

(b) DEFINITIONS.—In this section:

(1) AGENCY.—The term “agency” has the meaning given the term in section 551 of title 5, United States Code.

(2) DIRECTOR.—The term “Director” means the Director of the Office of Management and Budget.

(3) EXECUTIVE ORDER 12866.—The term “Executive Order 12866” means Executive Order 12866 (58 Fed. Reg. 51735; relating to regulatory planning and review), as amended, or any successor order.

(4) RULE.—The term “rule”—

(A) has the meaning given the term in section 551 of title 5, United States Code; and

(B) does not include—

(i) any rule made with respect to a military, national security, or foreign affairs function of the United States;

(ii) any rule related to agency organization, management, or personnel; or

(iii) any other category of rule exempted by the Director.

(c) REGULATORY CAP.—

(1) IN GENERAL.—If an agency publicly proposes for notice and comment or otherwise promulgates a new rule, the agency shall identify not fewer than 2 existing rules to be repealed.

(2) INCREMENTAL COST.—For each fiscal year, the head of an agency shall ensure that the total incremental cost of all new rules, including repealed rules, to be finalized that fiscal year is not greater than zero, except as provided by the Director in specifying the total incremental cost allowance for the agency under subsection (d)(4)(A).

(3) OFFSET OF NEW INCREMENTAL COSTS.—

(A) IN GENERAL.—In furtherance of the requirement under paragraph (1), an agency shall offset any new incremental costs associated with a new rule by the elimination of